

FEDERAL ACTION URGED TO AVERT FAMINE IN COAL

Anthracite Shortage Is
Certain Unless Remedial
Steps Are Taken.

U. S. INQUIRY IS NEEDED

Garfield and War Labor Board
Advised to Put Wheels
Into Motion.

By HENRY ROOD.

Special Despatch to The Sun.

WILKESBARRE, Aug. 10.—Four million Americans who are dependent upon anthracite coal for their health, comfort and a considerable part of their industrial life should lose no time in preparing against a shortage in anthracite this coming winter.

Of the "coal year" beginning April 1, already four months have passed; these four being the months when the largest supply of hard coal ordinarily is mined, transported, sold and delivered into coal cellars of residences, apartments, hotels, office buildings, churches, schools, hospitals, libraries and other institutions. From three to four months still remain before the severe storms of winter are expected to stall coal trains and otherwise seriously interrupt the flow of anthracite from mine to consumer's cellar.

It is utterly futile to imagine that anthracite will be as plentiful as in the summer months, and in addition enough of an emergency fund of coal should be accumulated by the end of the year to meet the needs of households each spring.

What May Avert Shortage.

Nothing but a winter as unprecedentedly mild as last winter was unexpectedly severe, can possibly avert a coal shortage. If the coming winter begins early, compelling early firing up of heating plants and furnaces, and particularly if it in any way approaches the severity of last winter, the shortage of anthracite may reach famine proportions.

That, briefly, is the situation as it presents itself after careful investigation in the anthracite fields as well as in the coal yards of the city. It is not a mere possibility, but a fact that is being met with intention of causing alarm. Coal is being hoarded, and the situation is being watched with the keenest eyes.

Two Parties to Controversy.

There are two parties to the controversy so vitally affecting the public. One is composed of coal operators and railway men. The other party consists of the mine workers. Several weeks ago the spokesman for the operators' committee, with headquarters in Philadelphia, told me that the whole trouble lies in the shortage of mine labor; that the railroads have all the cars needed to carry all the coal that can be mined; that while there is a great labor shortage in the anthracite regions there is no car shortage at all—and this man's words were printed in THE SUN.

Immediately thereafter a storm of protest broke out in the anthracite fields. After mine labor indignantly denied that there is a full and adequate supply of cars. And within a few days Frank P. Hayes, president of the United Mine Workers, began a campaign tour of the whole region, addressing one great audience of mine workers after another, and according to reports everywhere insisting that "the country would be flooded with coal" if miners could have enough cars to load, cars within the mines as well as railway cars.

Early Settlement Urgent.

Furthermore, it is a controversy that should be settled without another day's delay by the United States Fuel Administration. If Dr. Garfield should send to Wilkesbarre some able, resolute and disinterested business man, the latter might be able to fix the responsibility to some extent for the shortage of coal.

He could summon here the operators' committee and make them prove their contention that the shortage of anthracite is due to shortage of labor and not to lack of sufficient cars. Also he could summon Mr. Hayes to prove his alleged statements that if the railroads furnished sufficient cars the miners could produce more anthracite than the country could use.

Why the United States Fuel Administrator has failed to institute such an inquiry before this is incomprehensible to the consumer, but it is a fact that it will not prove a first step in lessening the tension which will come with really cold weather.

If there really is a shortage in coal cars, the Fuel Administration possesses sufficiently drastic authority to commandeer cars of other types which are now being used to carry goods and material by no means of such vital importance to the nation as is anthracite coal. Any kind of cars would be better than a shortage, even if only half cargoes could be carried in them.

On the other hand, if the critical situation is caused by labor shortage, as the anthracite operators claim, this also should be ascertained by definite facts, and the newly created United States Labor Board might be able to shift to the anthracite regions thousands of unskilled laborers to work under the direction of skilled and licensed miners. Let it be repeated that if resolute, determined action were undertaken at once by the United States Fuel Administration in domestic fuel might be appreciably lessened.

For example, Dr. Garfield's representative might investigate one phase of the alleged car shortage, which was brought to my attention yesterday by a well-known financier. This man recently was motoring through the Wilkes-

barre region, and while passing an obscure mining village called Alden he noticed a string of empty coal cars lying on a railroad siding. The cars looked as if they had been there for a long time, and the banker's curiosity was aroused in view of the prevailing situation. So he left his motor and made a few inquiries at the colliery. He was told that the cars needed repairs.

"How long would it take to repair them?" he asked.

"Oh, two or three days, I suppose."

"And how long have they been on this siding?"

"I can't say exactly, but I believe they've been there a couple of years."

Banker's Observation.

The banker says he has no doubt that a careful survey of the entire anthracite region would result in finding at least 1,000 empty coal cars lying on sidings and needing only slight repairs. If this proved to be true one could hardly fail to think that such alleged conditions are little less than criminal carelessness, in view of the menacing situation daily getting worse.

Should Dr. Garfield send a representative to force a show down between coal operators and union labor he might do well to summon in addition a representative of the regional director of railways to find out how additional cars can be provided and whether they are necessary.

Crowder's Prompt Action.

This statement was promptly brought to the attention of the Secretary of War, who referred it to Provost Marshal General Crowder, and within two days Gen. Crowder had a member of his staff, Major Roscoe Conklin, in Wilkesbarre, where he held an open meeting of investigation, as reported next morning in THE SUN. That is how the War Department acts.

It has since developed, according to figures furnished personally by Gen. Crowder, that instead of 4,000 to 5,000 mine workers being drafted only 500 anthracite operatives had been inducted into the army up to the latest available reports from draft boards. It is entirely possible these few would not have been drafted could the army authorities have had assurance that they would have remained at work mining coal.

But as a matter of cold fact, approximately 30,000 mine workers have quit the region for high priced jobs in other war industries run on a cost plus basis and paying fabulous wages.

Threat Sent to a Plant.

So great was this exodus from the mines that according to a story generally credited some of the operators sent word to a certain great plant that if it took any more men from the mines the plant wouldn't get any more coal. With this threat of a compulsory shutdown for lack of fuel the plant in question thereafter refused to employ any more mine workers.

The discrepancy between Gen. Crowder's official figures as to drafted anthracite operatives and the 4,000 to 5,000 mentioned by the operators' spokesman probably is due to the fact that a large number of mine workers voluntarily enlisted in the army without waiting to be drafted.

I had a long talk yesterday with an elderly man who came here from Ireland as a boy, got a job in the mines, and was an able and able worker. He was up to where he now is active in the management of a colliery in which he holds considerable ownership interest.

This man knows the business of anthracite mining from every angle—driver boy of mules hundreds of feet underground, breaker boy, laborer, skilled miner, boss, assistant superintendent and manager. Owing to friendly relations with his men on the one hand and to the Government and U. S. customers on the other, he prefers that his name should not be mentioned.

Opinion of Mine Expert.

"Yes," he said with emphasis, "we will have a shortage of coal. How bad it will be depends on the weather."

"Is a labor shortage responsible?"

"That's what some operators claim."

"Is a car shortage to blame?"

"That's what some union leaders claim."

"You see," he added, "each side is bolstering up its own side."

"Getting ready to slide from under when public indignation breaks loose?"

Engaged in the pleasing game of "passing the buck" to and fro?"

"Looks like it," he replied tersely.

After a moment he went on: "Of course there's a labor shortage, but if the miners who cut the coal for laborers to load into cars would only work longer hours there wouldn't be so much of a shortage, in my opinion. The licensed miner is a peculiar type of man. I don't know any other like him."

"He will work from the time the whistle blows in the morning until about 1 or 2 o'clock in the afternoon. Then he cuts out and goes to his home."

"After 2 o'clock on the average. He doesn't want to, and doesn't see any reason why he should have to, either."

Result of Habit.

"In the old days before the war he had a limited number of cars to fill because he was paid by the ton. Now he is paid by the car, and he has to fill the cars by 1 or 2 o'clock and get in the habit of knocking off work then. This habit is ingrained."

The charges by certain operators that payday sprees cause multitudes of mine workers to lose three or four days work a month is vehemently disputed by leaders among the coal miners. Most of them are engaged in war industries paying wages from 50 to 100 per cent more than the mines pay. If they do not want to leave their new jobs it might be difficult to make them do so, except those who would respond to a patriotic appeal by some one in high official station.

With a serious shortage of anthracite almost inevitable sober minded men and women should lose no time in preparing to economize on fuel in every possible way. Furnaces should be carefully looked after, and looked after now, for a month hence competent furnace men will be overwhelmed with customers.

Wherever possible weather strips should be put on doors and windows; plans should be made now to abandon the use of every room and every hallway that can possibly be spared this coming winter.

There is nothing fantastic in that which has just been written. It is hard, common sense along lines which, far-sighted, canny folk will carry out to their own well being.

Merchant Marine Wants Men.

Chairman Hurley of the Shipping Board called attention to-day to the fact that the merchant marine is being let by the new draft bill. Men are being accepted for training as sailors, firemen, cooks and stewards.

Contracts for eighteen wooden vessels and sixteen steel vessels, now let by the Shipping Board during the week in yards of the South Atlantic, Gulf and west coasts.

Limitation of the liability to military service under the new draft to men of 19 to 45 instead of the age limits named in the Administration programme is proposed by the National Association for Universal Military Training. Instead of the possibility of calling boys less than 19 years old, it is proposed that they become liable to military training when they are 15 years old.

No one could be called for actual

service before he is 19 under the proposed amendment which follows:

"Provided that all registered male persons who have attained the age of 18 shall be subject to military training in accordance with regulations to be prescribed by the President, but shall not be called for active service until they have attained the age of 19 years."

PHYSICIANS MAY VOLUNTEER.

Exempt From Order Stopping Enlistments in Army and Navy.

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"Orders issued by the War and Navy Departments suspending further volunteering and the receipt of recruits for officers' training camps from civil life do not apply to enlistment physicians in the Medical Reserve Corps of the army and in the reserve force of the navy. It is the desire of both Departments that the enlistment of physicians should continue as actively as before so that the needs of both services may be effectively met."

BROOKLYNITES RUSH TO WED.

Men of Proposed Draft Age Crowd License Office.

One hundred and fifty couples, including many men between 32 and 45 years of age, were at one time waiting in line before the marriage license window in the City Clerk's office in Borough Hall, Brooklyn, yesterday. The number of applications was greater than on any other day since the marriage rush after the selective service law went into effect last year.

A number of couples were married by Deputy City Clerk Joseph V. Scully. Several sailors and soldiers obtained licenses.

Town Ships 70 Carloads of Melons.

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ROCKEFELLER SEES DANGER AFTER WAR

Universal Brotherhood Only Can Avert It, He Tells Chautauquans.

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CHAUTAUQUE, N. Y., Aug. 10.—John D. Rockefeller, Jr., speaking here to-day, made a plea for universal brotherhood as the means to avert another world cataclysm upon the termination of the present war. Only patience and sympathy displayed by all nations concerned can bring about a restoration of peace at the reconstruction period, he declared. He urged people everywhere to prepare to deal with one another on these terms at the peace councils. He said:

"When this world conflict is ended grave questions are sure to arise in the internal life of the several countries engaged in it.

"The patriotism of men of all classes is certain to be severely tested in the readjustment which must follow the war. During the period of reconstruction the one force to be looked for in the various nations was which, if they come, would be far bloodier and more heartrending than this present war, because between brothers—is the spirit of brotherhood."

"If that spirit shall prevail, influencing as it must and will those who are conservative in their views to consider the vital questions of the day from all sides and likewise influence those who are radical to realize that time is a great force in changing most things; that patience must be called into play and that the progress which is slow is surer than that which is precipitate, then and only can we expect this critical period to be lived through and the momentous questions which it will bring satisfactorily adjusted without further bloodshed and suffering."

Mr. Rockefeller spoke of the humanizing influence of war, the breaking down of caste and the coming of a broader religion as a result of the war. He said that the churches must prepare to get rid of their sectarianism, and he deplored the existence of denominational war funds, committees and enterprises.

"When the soldier on the field of battle faces the Angel of Death," Mr. Rockefeller continued, "I fancy he will not be asked, 'Are you a Presbyterian, a Congregationalist, a Baptist or a Unitarian?' but, 'Are you a follower of Jesus Christ; is your faith anchored in God?'"

"And when these soldiers come back from the war, having faced the great realities of life, they will not be content to return to a church from which their comrades are excluded because of another sect while they have looked death fearfully in the eye together. They will seek a church as broad as the love of God, where any or all Christians may enter, a church exemplifying brotherhood."

Of war's effect on the business man, Mr. Rockefeller said industrial problems and labor troubles can be solved if the move toward greater mutual interest growing out of the war is continued after. He continued:

"It is also true that personal relations among men in the realm of business lead to cooperation and brotherhood. This growing tendency cannot but be observed with satisfaction. Under the pressure of war needs and at the suggestion of the Government the representatives of the basic industries, such as coal, steel, oil and the like, are working together in each industry in the fullest harmony."

Savagery Must Be Downed.

Mr. Rockefeller did not argue for leniency of the determination of the Allies to win the war.

"Let me make this very clear," he said, "the world is divided to-day into two hostile and absolutely unrecconcilable camps. Savagery has thrown down the gauntlet to civilization—both cannot longer continue to exist on the same planet. Until the leader of the enemy forces and those who have aided him in bringing upon the world this indescribable carnage have been shorn of power there can be no peace."

"Not only must German militarism be destroyed absolutely and forever but German philosophy must be reconceived and reconstructed from its very foundations, for no peaceful intercourse with the civilized nations is possible to a people actuated by such barbarous principles."

NEW DRAFT TO WEED OUT SHIP SLACKERS

Baseball Players and Others
Camouflaged as Workers
Must Face Boards.

EXPERTS ONLY TO REMAIN

Move Aimed at Disorganizers
and Inefficients Seeking
to Avoid Service.

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WASHINGTON, Aug. 10.—The new draft is expected to make a substantial cut in the shipbuilding forces of the nation which have been recruited only recently. Under the new law officials expect that shipyard workers will not be exempted from military duty as a class. Each worker will present an individual case for the work of his draft board. Each will have a claim for exemption because of employment in an essential industry, but considerable weeding out is expected.

Baseball players who jumped to steel or shipyard leagues to escape the draft will face a new dilemma. Those in deferred classification have little to fear, as they will be in essential industry. Class 1 men, however, will have to show their indispensability to local draft boards and to show that they are doing something besides playing ball, while camouflaged as molders and shipwrights.

Will Retain the Best Men.

The shipyard will endeavor to retain the men who are of great value in shipbuilding, but it is no secret that there are many who gravitated to the shipyards whose loss the shipbuilding organizations will not oppose. Some are disorganizers and some are not regarded as highly efficient. This class will have difficulty in being approved as indispensable.

The effect of the new draft upon shipbuilding will not be a serious setback in the opinion of Shipping Board officials. They are confident that better organization and a culling of the forces will bring greater efficiency to make up for lack of numbers. Efficiency has been hurt through the constant throwing in of new men, making it necessary constantly to break up skilled crews to give new men training and experience.

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DANIELS TO REVIEW K. OF C. NAVY LINE

Baker May Also Take Part in Knights Week at Coney Island.

Secretary Daniels will make a special trip from Washington to review 5,000 sailors and marines when they parade on Navy Day, August 29, which will be the third day of the Brooklyn Knights of Columbus Army-Navy week at Coney Island.

The Brooklyn Knights have been campaigning for funds to provide free tickets for American soldiers and sailors which will enable them to visit Coney Island and see most of the important attractions and side shows without spending their own money. The complete programme as arranged by the Knights was made public last night by Edward H. Goate, director of the celebration.

President Wilson will start the Knights' Coney Island week by pressing a button in Washington on the evening of August 26 which will turn on the lights of the big parks. About 5,000 members of fraternal orders in New York will begin to march from one end of the island to the other.

On Tuesday evening city employees will pass in parade before Mayor Hylan.

Wednesday evening a part of the New York State Guard will be reviewed by Gov. Whitman and his staff and a reception will follow.

Thursday will be Navy Day.

On Friday soldiers of the United States Army will parade and it is expected that Secretary of War Baker will be the reviewing officer.

On Saturday Federal employees will parade and the natives of Coney Island who have looked at the programme and caught the fever will have a parade of their own. There will be a large number of floats.

The drive for ticket money which the Brooklyn Knights started a week ago has netted good results.

Stern Brothers

West Forty-second Street (Between 5th and 6th Avenues) West Forty-third Street

Women's Outer Attire for Autumn

Is presented in an advance display on the Third Floor, which faithfully portrays the trend of fashion for the new season in distinctive models for every occasion of sports, street, afternoon and evening wear.

WOMEN'S SUITS are shown in plain tailored and fur-trimmed models; in oxfords, velour, duvetynes, silvertones, velour de laine and Rayonner cloth.

WOMEN'S DRESSES are in straight line, plain tailored effects; embroidered, braided or jet trimmed; in satins, meteors, jerseys, serges, tricolette and Georgette crepes.

Inspection invited—Moderate prices prevail.

Extraordinary Silk Values

Two of the most popular silks of the season in flesh and white.

Will be featured on the 2nd Fl.—Monday

Crepe Georgette 40 inches wide; in white and flesh color; good weight and quality;	Washable Satins 36 ins. w. de; in white and flesh; excellent quality and weight;
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at \$1.25 yd.

Regular Value \$2.00 a yard

Women's Hosiery

This Important Sale will provide most exceptional values.

Women's Pure Silk Stockings—All silk or with cotton tops; in black, white and colors; regularly \$1.75 and 2.00 pr.	1.35
Women's Silk Stockings—Lisle tops; in black, white, grey, navy and brown; regularly \$1.10 pair	98c
Women's Fine Cotton Stockings—Full fashioned; in black or white; regularly 65c pair	50c